

NG 9117 號七十一百一千九第 日八十二月二年三十緒光 HONGKONG, TUE. DAY, MARCH 22ND, 1887. 二拜禮 號二十二月三英港香 PRICE \$2. PER MONTH

TEAMSHIP.COM

W. AMOY, TAMS
IAIWANFOO.
s Steamship
FOR TOSA,"
will be despatched
MORROW, the 2
and at as previously n
Passage, apply to
UGLAS LAPRAIR
General Manager
d March, 1887.

WILL be despatched
MORROW, the 23rd
Passage, apply to
CARLOWITZ
Agents
1st March, 1887.
TOW AND BANG
SH ORIENTAL
MPANY, LIMITED
s Steamer
"CHINA,"
e. will be despatched
MORROW, the 2nd
Passage, apply to

Agents
t March, 1887
STEAM NAVI-
PANY, LIMITED.
NGHAI via SWA
id Passengers at three
TINSIN, NEWCHWA
ORTS on the Yang
y's Steamship
KUTSANG,
will be despatched
the 24th inst., at 1
Passage, apply to
DINE, MATHESO
General Manu

ANILA VIA AMO
Steamer
DON JUAN.
z, will be despatched
y, the 24th inst., at
r Passage, apply to
BRANDA
Age
nd March, 1887.
TEAMSHIP COM
ANGHAI VIA AMO
nd Passengers at the
ERGO, NEWCHWANG,
nd Ports on the YAN
y's Steamship

"DIOMED,"
—will be despatched
the 25th inst.
Passage, apply to
FIELD & SWIRE
1st March, 1887.

NAVIGATION COMPANY
LIMITED.

DARWIN, SYDNEY
MELBOURNE.
—'s Steamship

"CHINGTU,"
—Commander, will be
WEDNESDAY, the 3rd

of Passengers is accommodated in the
first class Saloon and
of the Engines. Se-
cured in the Poop-
er ensures the supply
for the entire voyage.
For Passage, apply to
J. H. FIELD & SWIRE
1st March, 1887.

WANTED.
CHINESE ASSISTANT.
A Chinese Dialects.
Mercantile Experience
if required. Apply
Continental to -

ST. MARY'S
Care of Daily Press
14th March, 1887.
POSSIBLE REWARD
Information which will
lead to the discovery of
"SHAVE," Cook and
St. Maryfair, London,
1817. He sailed
on November, 1852,
as "John," Captain Duane,
arrived and was
1853. "SHAVE" (w
family in London), w
being then in g
robbery and seeking
He is in U.

Information is urgent
 care of THOMAS RICE
 Woolloomooloo, S.
 or Care of Daily
 HONGKONG A
 ATHLETIC SPORTS
 1887.
 re Sports will take o
 K E T G R O
 on
 SATURDAY,
 the 2nd April, 1887.
 Following Events will
 for—

be Shot
 Handicap
 up
 Mile Flat Race
 the Cricket Ball
 Walking Race
 Half Mile Race
 Race, (Handicap)
 Hurdle Race
 a, 200 yards (Handicap)
 15; open to Euro
 up
 Flat Race, 120
 up). Open to all, 35
 of 10 years resident
 ured Race

Race - (Handicap)
Flat Race
on Keco
Tug of War
ception of Events N
to all Gentlemen A
Visitors of the H
ina, Hongkong C
sition Club, and t
club, and also to C
etary Officers.
Competitors are requ
(on Entry Forms
the Undersigned)
later than SATURD
n which date ENTRI
H. F. H
Hon S.

21st March, 1907.

INTIMATION.

1887. NOW READY. 1887.
THE CHRONICLE AND DIRECTORY FOR 1937.
 With which is incorporated THE CHINA DIRECTORY. (Twenty-Fifth Annual Issue). COMPLETE WITH APPENDIX. PAPER, 80. Royal 8vo., pp. 1,150. Price, \$5.00. SMALLER EDITION, Pp. 870. Price, \$3.00.

THE CHRONICLE AND DIRECTORY has been thoroughly revised and brought up to date, and is again much increased in bulk.

A. S. WATSON & Co., LIMITED.
 FAMILY AND DISPENSARY CHEMISTS, WHOLESALE & RETAIL DRUGGISTS, DRUGGISTS, SUNDRIES, PERFUMES, IMPORTERS AND EXPORTERS OF MANILA CIGARS, WINE AND SPIRIT MERCHANTS, AND AERATED WATERS.

THE HONGKONG DISPENSARY. Established A.D. 1841.
 24, Nanking Road, Shanghai.

BOTICA INGLESA, 14, Esplanade, Manila.

THE CANTON DISPENSARY, Canton.

THE DISPENSARY, Fookchow.

THE HONGKONG DISPENSARY, Tientsin.

THE HONGKONG DISPENSARY, Hankow.

BIRTH.
 At Shanghai, on the 15th March, 1937, the wife of T. LATHAM, Barrister-at-law, of a son.

The Daily Press.

HONGKONG, MARCH 22nd, 1937.

Our correspondent "Fairplay" once more raises the much vexed question of the status of man-of-war according to the French and German mail steamers. Formerly very grave inconvenience and some injustice resulted from this manner in which the privileges accorded were used by the French vessels, and these privileges would probably have been withdrawn had not a change been made in this respect. When application was made last year by the German Government for similar privileges to be accorded to the vessels of the North German Lloyd, Her Majesty's Government, before acceding to the application, asked for and received an undertaking that the commanders and agents of the Company would give "all necessary facilities to the local authorities in relation to Customs regulations and judicial process, and would not claim to exercise the privilege in question to the detriment of public justice or of public rights." Lord Rossmore, in his despatch to Count Hatzfeldt, dated 26th April, said:—"From the time when the French line of the Messageries Maritimes first began to run to India and China difficulties have constantly arisen in the application of Art. V. of the French Convention by reason of the commanders of the steamers of that Company insisting, with the support of French Consuls, upon exercising the privileges conferred by it in their ardent sense, and so as to defeat the course of criminal justice and to deprive in certain cases private individuals of their civil remedies."

A voluminous correspondence has taken place between the British and French Governments arising out of the conflicts which have occurred at Hongkong, Singapore, and Ceylon between the judicial authorities and the Messageries Maritimes. Indeed Her Majesty's Government would have been compelled to determine the Postal Convention with France by notice under Art. XXVII. were it not that the more recent instructions which appear to have been given to the Commanders of the French postal steamers have prevented a renewal of the complaints of the Colonial Governments."

The question is whether any practical injustice is done to British shipping by the privileges enjoyed by the French and German mail steamers under the existing conditions. Our correspondent speaks of a "halo of superiority" conferred on the foreign steamers by these privileges, but nothing more substantial than a halo is involved. We think the matter may well be allowed to rest where it is. Until the agreement with the French took the complexion it now bears we never ceased to protest against what was a substantial injustice; but all cause of complaint seems to have been removed. Should difficulties arise hereafter, there can be little doubt, judging from the tone of Lord Rossmore's despatch, that the Postal Convention would be brought to an end and foreign steamers would cease to enjoy the privileges now accorded to them. The reason advanced by Germany for asking for these privileges are stated as follows:—"The steamers are bound to transport, free of cost, criminals from abroad to Germany. As, according to British law, such criminals, when the steamer touches at a British colonial port, must demand a hearing before a British judge, thus delaying the course of law and preventing the prompt delivery of the mail, the Imperial Government lays great stress on these steamers being looked upon as in some sense man-of-war." Now this colony is certainly not interested in interfering between Germany and France and their criminals. But, as pointed out by Count Hatzfeldt in the extract we have just given, if the North German Lloyd's steamers did not possess some such privilege as that asked for, they would be unable to carry criminals, for the latter would be able to sue out a writ of *habeas corpus* in a British port. It may be remembered that some time ago the Government of Netherlands India deported several Chinese and sent them by a merchant steamer bound to Amoy. The steamer called at Hongkong on its way, and the Chinese seized the opportunity of applying to the Supreme Court here and obtaining their release. So if German or French criminals are sent, say from Shanghai to Germany, the steamer conveying them must necessarily touch at several British ports on the way, at any one of which the criminals could claim their liberty. It is only reasonable that Foreign Governments should have the privilege of conveying their criminals through British ports without their being brought under the jurisdiction of the local courts, which under such circumstances can only be a disadvantage to justice. The criminals could be sent by a man-of-war, but why put the respective Governments to the expense of sending one of their war ships on a special voyage when there are mail steamers running which will answer the purpose equally well? By exempting such steamers from the ordinary process of our courts in this matter we oblige the respective Governments concerned and in no way injure ourselves. Britain holds commanding points on all the world's great highways, but it is her policy and interest to throw no impediment in the way of these highways, by all nations. A dog in the manger policy would excite jealousy, create rival interests, and tend to undermine the commanding position we hold. Any privilege asked for by Foreign Governments which does not give the vessels of such Governments an unfair advantage over British ships or interfere with the course of justice should be cheerfully granted. Formerly the privilege accorded to the French mail steamers was used in such a way as to interfere with the course of justice and to exempt those vessels from obligations incumbent on British vessels; and while that was so it was justly protested against. All this has now been changed and the real cause of the protest removed. Such at least we believe to be the case, but if "Fairplay" can show that the privilege still in any way gives the foreign vessels an advantage over British vessels it would be the duty of the unofficial members of Council to oppose, as "Fairplay" suggests, the passing of the Bills now under consideration by the Legislature. If we cannot do this we fail to see why the Bills should not be allowed to pass. The question of sentiment cannot be imported into the matter, because British vessels enjoy equivalent privileges in French ports.

The Agents (Messrs. Jardine, Matheson & Co.) inform us that the Glen Line steamer *Clara* arrived in Hongkong yesterday for the first time.

The Agents (Messrs. Butterfield & Swire) inform us that the O. S. S. Co's steamer *Dionide*, from Liverpool, left Singapore on Sunday afternoon for this port.

The boiler for the Peak Tramway engine safely reached its destination at the Gas Station yesterday afternoon, the journey having been performed without a hitch of any kind.

A German contemporary says that the Japanese Minister, Count Saionji, has been visiting here. Count Saionji has been visiting here for some time.

The charge of murder, which was brought against the Quin by the relatives of the man who was shot, on the afternoon of Sunday, March 13th, while driving his revolver to prevent the escape of a man whom he was pursuing, was yesterday withdrawn.

In another column we reproduce in full an interesting account given by the growth of the rubber trade between North Borneo and this colony. The same article makes mention of other branches of business in this young settlement, and appears to consider the prospects of gold mining as good.

The Hongkong Sketching Club had their twenty-third Exhibition at the City Hall yesterday afternoon. The exhibition was held in the building's hall, the pictures were set out in the drawing circle of the Theatre. Though not large, these being only sixty-two exhibits, the exhibition was a very successful one, and the names of some well-known amateurs from the mainland were on the catalogue on this occasion.

The Saigon correspondent of the *Independence* says:—"It is a fact that the missionaries in Annam have been locked with an unfavourable opinion on the arrival of the French expedition, on the ground that the latter are not on their own, but are the agents of the French Government, and that they are doing their utmost to maintain the present state of ignorance."

The Chinese revenue cruiser *Ping Chi* (formerly *Amoy*), Captain Anderson, arrived yesterday afternoon. She has been on her way to Hongkong, and is expected to arrive here tomorrow.

Dr. Marquis d'Oliviera and Senator Horacio Costa, two officials of Macao, arrived to make a study and report upon the best plan for the construction of a new road for Macao, from the Victoria Road to the Victoria Harbour.

Mr. N. G. Mitchell-Innes, the Acting Superintendent, who also gave the address at the opening of the Victoria Road, yesterday, expressed himself very pleased with what they saw and heard.

His Excellency Chang Chih-tung, Viceroy of the Two Kwang, appears to be still keeping a sharp eye on his officials, watching their doings closely. In the *Peking Gazette* of the 20th ult. is published an Imperial Decree concerning the removal of a General from the Viceroy's report favourably upon a number of department and district magistrates to His Majesty, and saying that Mr. Devereux may be issued with a warrant for his arrest.

Decree proceeds to name each of the officials of whom the Viceroy speaks well, and exhorts that the Postal Convention would be brought to an end and foreign steamers would cease to enjoy the privileges now accorded to them. The reason advanced by Germany for asking for these privileges are stated as follows:—"The steamers are bound to transport, free of cost, criminals from abroad to Germany. As, according to British law, such criminals, when the steamer touches at a British colonial port, must demand a hearing before a British judge, thus delaying the course of law and preventing the prompt delivery of the mail, the Imperial Government lays great stress on these steamers being looked upon as in some sense man-of-war." Now this colony is certainly not interested in interfering between Germany and France and their criminals. But, as pointed out by Count Hatzfeldt in the extract we have just given, if the North German Lloyd's steamers did not possess some such privilege as that asked for, they would be unable to carry criminals, for the latter would be able to sue out a writ of *habeas corpus* in a British port. It may be remembered that some time ago the Government of Netherlands India deported several Chinese and sent them by a merchant steamer bound to Amoy. The steamer called at Hongkong on its way, and the Chinese seized the opportunity of applying to the Supreme Court here and obtaining their release. So if German or French criminals are sent, say from Shanghai to Germany, the steamer conveying them must necessarily touch at several British ports on the way, at any one of which the criminals could claim their liberty. It is only reasonable that Foreign Governments should have the privilege of conveying their criminals through British ports without their being brought under the jurisdiction of the local courts, which under such circumstances can only be a disadvantage to justice. The criminals could be sent by a man-of-war, but why put the respective Governments to the expense of sending one of their war ships on a special voyage when there are mail steamers running which will answer the purpose equally well? By exempting such steamers from the ordinary process of our courts in this matter we oblige the respective Governments concerned and in no way injure ourselves. Britain holds commanding points on all the world's great highways, but it is her policy and interest to throw no impediment in the way of these highways, by all nations. A dog in the manger policy would excite jealousy, create rival interests, and tend to undermine the commanding position we hold. Any privilege asked for by Foreign Governments which does not give the vessels of such Governments an unfair advantage over British ships or interfere with the course of justice should be cheerfully granted. Formerly the privilege accorded to the French mail steamers was used in such a way as to interfere with the course of justice and to exempt those vessels from obligations incumbent on British vessels; and while that was so it was justly protested against. All this has now been changed and the real cause of the protest removed. Such at least we believe to be the case, but if "Fairplay" can show that the privilege still in any way gives the foreign vessels an advantage over British vessels it would be the duty of the unofficial members of Council to oppose, as "Fairplay" suggests, the passing of the Bills now under consideration by the Legislature. If we cannot do this we fail to see why the Bills should not be allowed to pass. The question of sentiment cannot be imported into the matter, because British vessels enjoy equivalent privileges in French ports.

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REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS"]
 LONDON, 19th March.
 THE CLOSURE BILL.
 The Closure Bill has been adopted by the House of Commons.

THE CONDITION OF IRELAND.
 It is reported that the state of affairs in Ireland is getting worse.

POLICE COURT.
 21st March.

BEFORE MR. E. MACRAE.

ALLIED MUTUAL ON BOARD SHIP.
 The further hearing of the charge against the four men, Jensen, Standen, Taylor, and Stewart, was resumed.

Mr. Webster from the Office of Mr. Evans proposed that the prisoners were remanded. Henry Sinclair was called and stated that he was second officer of the *R.L.T.* I was on board the ship on 3rd March when the assault occurred. On that evening I came out of the cabin, taking my tea in the cabin, when the captain came on board. I heard him ask Mr. Jensen, the first mate, if the two water casks were filled, and he told him they were not, as they were in a fit state to be filled with fresh water.

The captain went to him and told him they were not filled, that he had had them cleaned on shore. Immediately after that the defendants came aft. I heard the captain say to some one, "then I ran out of the cabin and saw the defendants and the captain engaged in a scuffle. He was close to the rail. They were bleeding freely, and I helped him to his cabin."

In reply to Standen—I did not hear the captain say "I am ready for you." I could not say that. The scuffle had commenced when I came out of the cabin. I heard the captain saying bad language.

In reply to Stewart—I did not see the captain strike any body. I do not know whether the captain was perfectly sober.

In reply to Jensen—I did not hear you have any words with the captain about the casks.

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The captain went to him and told him they were not filled, that he had had them cleaned on shore. Immediately after that the defendants came aft. I heard the captain say to some one, "then I ran out of the cabin and saw the defendants and the captain engaged in a scuffle. He was close to the rail. They were bleeding freely, and I helped him to his cabin."

In reply to Standen—I did not hear the captain say "I am ready for you." I could not say that. The scuffle had commenced when I came out of the cabin. I heard the captain saying bad language.

In reply to Stewart—I did not see the captain strike any body. I do not know whether the captain was perfectly sober.

In reply to Jensen—I did not hear you have any words with the captain about the casks.

Mr. Johnson, for the prosecution, said—Even supposing that the corrections mentioned by the witness were made—although I do not for a moment doubt that the corrections are correct—I still contend that the article is incoherent and unfit for publication. As to the statement that some of the phrases are from the Chinese classics, and that the word "utterly worthless" is from the Chinese, that is utterly worthless. That argument has been tried before and failed. This colony is English and those cases must be tried according to English law. I may also add that a previous conviction recorded against this paper, and on that occasion a fine of \$100 was inflicted by the Supreme Court.

Mr. Webster—The paper was sent under duress. This is the first offence of the present proprietors.

His Worship—I do not think I can deal with this case. If I convict, a penalty of \$50 would be a very inadequate consideration for a previous offence, for a similar offence the fine was \$100. Although the present proprietors had nothing to do with that, still it should be taken into account. I will order that the case be adjourned until Monday, in order that Mr. Johnson may be able to prove the previous conviction, and then I shall commit the defendants for trial.

As witnesses a police constable, Mr. Jensen, a Chinese seaman, Bruden Armit, seaman, John Dawson, private, and Patrick Murphy, private, were charged with assaulting L. Vasey, a Chinese, at Hong Kong, while in the custody of the ship.

It appears that about 2 p.m. on Sunday last, the prisoners assaulted a man named Wong Cheung, and robbed him of a ring. The woman, who was the wife of the man, was also present. When the prisoners were taken to the police station, they were found to be in a state of disorderly conduct, shouting and throwing stones at the officers.

Mr. Jensen, who was the first to assault the man, was charged with the assault. He was found to be in a state of disorderly conduct, shouting and throwing stones at the officers.

Mr. Webster—I do not think I can deal with this case. If I convict, a penalty of \$50 would be a very inadequate consideration for a previous offence, for a similar offence the fine was \$100. Although the present proprietors had nothing to do with that, still it should be taken into account. I will order that the case be adjourned until Monday, in order that Mr. Johnson may be able to prove the previous conviction, and then I shall commit the defendants for trial.

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